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Marinating with *Captain Jim High*

Donald J Trump versus Jimmy Carter! Boating Presidents or (NBHP's) Non-Boating Human President?

The short answer is they both qualify as both! It goes back to the USS Sequoia. The United States of America purchased the USS Sequoia on March 24, 1927. It became President Herbert Hoover's Presidential Yacht. This Presidential Yacht was designed by Mathis Boat Works and John Trumpy from Annapolis.

There is no doubt Jimmy Carter at one point in his life was a very boating human! He, was the only President who ever attended the Naval Academy in Annapolis. That makes him a legendary Boating Human! However, when he was president, he decommissioned the USS Sequoia in 1977. After leaving office, he went on to be one incredible post-president by creating the amazing foundation for building homes known as Habitat for Humanity. But he never did

much recreational boating. As far as I know.

Donald Trump, I can personally verify that he was a very boating human in the late 80's and 90's! He produced and sponsored off-shore powerboating events. He owned a huge waterfront casino and marina in Atlantic City and owned a mega yacht called the Trump Princess with not one but two 28-foot Wellcraft Monte Carlos hanging off the back deck! So, no doubt a boating human, however... I have never seen him on a yacht, or boat, or Jet Ski since he came down the Golden Escalator, making him a NBHP- Non-Boating Human President! But he has a chance! He could repurchase the USS Sequoia and make it the New Presidential Yacht. Wouldn't that be something? After all, it is a TRUMPY!

On Jimmy High's imaginary deserted Island:

I would love to wake up fresh off a shipwreck next to a sunken wooden dinghy! On a deserted island and marooned! With nothing to eat, nothing to drink, and no shelter... well, maybe a decent nightclub! A four-star hotel, a great restaurant, a few awesome beach bars, and some great live music! I can picture them -- Mark Allen, TJ, Jimmy Buffett, Toby Keith, Eddie, and Kenny all playing in a jug band! The airport is named Jimmy High's International Airport, and the rest of the tourist spots are also named after me. And suddenly I wake up... and here we are! Springtime on the Chesapeake Bay!

This 250th year is gonna be AWESOME!



Yes, Sirree Bobs -- Yowzah! Yowzah! Yowzah! What a @\$%ing winter that was! No Winter, Winter, Frozen Fried Chicken dinner -- just a great big heating bill and a

pick-up truck filled with road salt. Thank you, God, for that being over, and if you're reading this, you have made it through another! And with huge smiles and abundant sunshine, here we go, and I know we are all more than ready! Well, we may be, but our boats may not be. Springtime on the Upper Bay is here, and it's time to get back down to the bay, visit your marina, assess

the boat for its needs, and say hello to the folks at the watering hole.



Down in the Key West for the Southern Most Selfie!

I HOPE YOU STEP ON A LEGO!

Should be called Legowws!!! Have you ever stepped on a Lego? I was on the phone one Sunday afternoon with my great friend Captain Larry Goldberg from Fairwinds Marina. He and I were chatting, and I was strolling around the house. When YOOWW-

WW! I stepped on a Lego, barefoot. Damn, they hurt! Little Legos under bare feet can be excruciating. Larry is like, "What the hell just happened?" I told him, "I stepped on a damn Lego. My little daughter Kammy J leaves them everywhere!" Larry asked how old Kammy was, and I told him 5.

He laughed and said that I should enjoy stepping on those Legos! I asked him what do you mean? He told me to enjoy those Legos because in a blink of an eye, those Legos aren't going to be there and you're gonna wish they were. That was almost 7 years ago, and now I know what he meant! Time goes by so quickly... to step on a Lego again!



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Lighter than light *or is it Lite?*

By Wendy Gilbert Contributing Editor



Just when I thought light beer couldn't get any lighter, along came ultralight beer and rising in popularity every day – non-alcoholic beer.

As a person who was born in the previous century, yes, be kind, I'm from the 1900s, I remember when Miller Lite first took the stage.

Tastes Great! Less Filling!

This was back when we watched commercials without the ability to mute them or fast-forward past them. We even had to get up from the couch to change the channels on our color televisions.

I remember listening to a few liquid lunch-type country club ladies extolling the virtues of this new 100-calorie beer poolside.

At the time, I'd been of legal age to drink for a few weeks and was ridiculously eager to gain some knowledge. The only time anyone drank at my house was at the holidays when my grandparents from Staten Island came to visit. Granddad brought a little avocado green traveling bar with him. It was fascinating. But not to my "don't drink, don't smoke, don't dance" parents. Dieting was a big deal in the 1900s. These ladies were "in" on anything that would shave a quick 100 calo-

ries! Yup. They were willing to dine on cottage cheese and cantaloupe for lunch, and what was good for them was good for their pot-bellied husbands.

According to some quick research, I learned that when Miller Brewing Company acquired the recipe and "Lite" trademark from the defunct Meister Brau in 1972, they weren't just buying a formula; they were buying a solution to a problem the beer industry didn't know it had. The resulting launch of Miller Lite in 1975 changed the trajectory of American brewing forever, shifting the focus from "heavy" European-style lagers to highly carbonated, calorie-conscious refreshments.

The genius of Miller Lite wasn't the science—which belonged to biochemist Joseph Owades—but the psychological rebranding. Previous attempts at light beer failed because they were marketed as "diet" products for women. Obviously, this worked as my poolside divas attested.

Miller, owned by tobacco giant Philip Morris, utilized "macho" marketing to gain more customers.

The iconic "Tastes Great, Less Filling" campaign featured retired pro-

fessional athletes, like Dick Butkus and Bubba Smith, arguing over the beer's best quality. The subtext was clear: this wasn't a drink for people on a diet; it was a drink for "real men" who wanted to drink more beer without getting "filled up." This eliminated the stigma of the "diet" label and made Miller Lite the fastest-growing brand in the history of the industry at that time.

The "Light" Standard

Miller Lite established the template for the American Light Lager: approximately 4.2 percent ABV and around 96 calories. By using high-quality Saaz and Pacific Northwest hops but stripping out the heavy residual sugars through the enzymatic process, Miller created a "clear" flavor profile that was highly repeatable and infinitely drinkable. It forced every major competitor to react, leading to the birth of Coors Light in 1978 and Bud Light in 1982.

Today, the category has split further. While the "Big Three" (Miller Lite, Bud Light, and Coors Light) still dominate, the market has pivoted toward "Ultra" beers—products that sacrifice even more body and flavor for lower carb counts to compete with hard seltzers.

CURRENT POPULAR LIGHT BEERS:

- Miller Lite: 96 calories, 3.2g carbs. Still marketed on its "Fine Pilsner" taste.
- Bud Light: 110 calories, 6.6g carbs. Long the best-seller, though currently facing market fluctuations.
- Coors Light: 102 calories, 5g carbs. Marketed on "Cold-Filtered" refreshment.

CURRENT POPULAR "ULTRA" LIGHT BEERS:

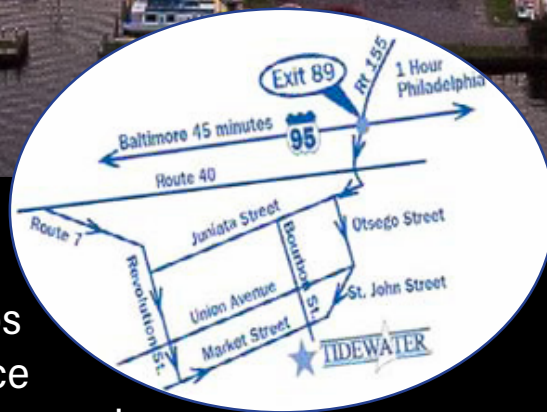
- Michelob Ultra: The gold standard of the "Ultra" category at 95 calories and only 2.6g carbs. It is currently the powerhouse of the Anheuser-Busch portfolio, targeting the "active lifestyle" demographic.
 - Miller 64: An extreme reduction, offering only 64 calories and 2.4g carbs, designed for maximum "sessionability."
 - Bud Light Next: A zero-carb entry launched to compete directly with the nutritional stats of spirits and seltzers.
 - Corona Premier: A premium light entry (90 calories, 2.6g carbs) designed to offer the "import" experience with ultra-light specs.
- I saw gold medal-winning men's team hockey players slamming down ultra-light beers at their after-party in Italy. These marketing strategies are obviously successful. Party on.

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Tall ships coming to Baltimore for

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By Wendy Gilbert

The last time I saw the tall ships in Charm City was way back in 2012. I was working for the Nor'Easter magazine at the time, and to be honest with you folks, I still have my press credentials from the event.

The sight of all those historic ships in the harbor while the Blue Angels roar overhead is something you'll never forget. Trust me.

This time, the SAIL250® Maryland & Airshow Baltimore is a massive, week-long celebration scheduled for June 24 through July 1. This free, family-friendly event commemorates the 250th anniversary of the United States and is part of a five-city national "semiquincentennial" tour.

Commonly described as "Fleet Week on steroids," the celebration will bring a global flotilla of international tall ships and military vessels to Baltimore's waterfront.

- Tall Ships: Confirmed vessels include the USCG Cutter Eagle, the Peruvian Bap Unión, and the Italian Amerigo Vespucci. Many more are listed on the website.

- The Airshow: The U.S. Navy Blue Angels will perform flight demonstrations over the harbor, with additional flyovers by military and historic aircraft.

- Locations: Activities will span the Inner Harbor, Fells Point, North Locust Point, Baltimore Peninsula, and Martin State Airport.

KEY FESTIVAL SITES

While the ships arrive on June 24, the primary festivals take place over the weekend of June 26–28.

LOCATION HIGHLIGHTS

INNER HARBOR

Tall ship and Navy ship tours, "Stem to Stern" hands-on activities, live music, and "Seafood for Thought" cooking demos.

FELLS POINT

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BALTIMORE PENINSULA

Dedicated airshow viewing festival, visiting ships, and community festivities.

MARTIN STATE AIRPORT

Public "Open House" where visitors can see jets take off, meet pilots, and visit display aircraft.

Practical Information

- Cost: Admission to all primary Sail250 festivals and ship tours is 100 percent free.

- Official Website: You can find the latest updates, vendor applications, and FAQ details at sail250md.org.

- App: Organizers recommend downloading the Maryland Fleet Week App (available for iPhone and Android) for real-time ship schedules and festival maps.



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It's time! It's finally time! Time to get outside.

With the snow melted and the temperatures above freezing, it is nearly impossible to keep my toddler inside. Every night, there is a fight to get him home for dinner. I can't blame him one bit, though! This winter was one of the coldest I remember. While I enjoyed looking at the beautiful blanket of snow instead of a mud slushie, I am ready for Spring more than ever this year.

Watching my son play as we prep the boat, I think about how far the Bay has come since I was his age. The work to clean and protect the Bay has made visible progress in my lifetime, and I want to teach my son to do his part to continue that trend. Since most clean-up language is rather boring, I wanted to mix it up for the next generation.

SPRING INTO CARE FOR THE BAY

By Anne Sandbek



1. Be a Nature Ninja – Help protect the shoreline and river banks by launching at designated sites. If the entrance is not reinforced, be like a ninja and step gently as you launch.

2. Don't be a Grouch – Pack out any drink bottles, snack bags, fishing line, and any other waste from your trip. Or step up your game and collect any trash you see along the way.

3. Keep the Garbageman Away – Make the turtles proud and use pump-out stations regularly instead of discharging waste into the water.

4. Buddy up – make cleaning the craft a family affair. When switching between waterways, it's important to clean the boat, gear, and paddles. This helps prevent invasives from hitchhiking to a new spot. Also consider biodegradable soaps to protect bay life from toxins.

5. Act the Hero – Help protect fish and crab nurseries by avoiding shallow grass beds. Staying in designated channels allows the baby fish and crabs to grow to legal harvesting size in peace.

6. Run Clean – Keep up on routine engine maintenance to prevent oil leaks into the water. Plus, it ensures more trips out with a reliable outboard!

7. Back, back, back it up – Give wildlife space to be themselves. We enjoy their home, but not as much as they do! Let birds and turtles chill by reducing wake near the shore.

An easy way to think about helping the Bay is to leave only ripples. Go fishing, tubing, paddling, and have fun while keeping the water as nice – or nicer than when you got there. So, that you and your kids and their kids will have the same (or better) Bay to play in for your whole life!


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Polluted runoff from rain and snow events flows off our streets and other surfaces, picking up substances like oils leaking from our cars, fertilizers and pesticides from our lawns and other contaminants. When we get lazy and don't pick up pet waste, guess where it is going after a rain event. If you missed that trash can or even worse dumped trash along the side of the road, it will blow around or be washed up from storm runoff and go down the closest storm drain and directly into your local waterway, which then flows into the Chesapeake Bay. Some of the runoff may be soaked into the ground and filtered if pervious surfaces exist but unfortunately, we are surrounded by impervious parking lots, roads and sidewalks that allow nitrogen and phosphorus pollutants to drain into our waterways. These contaminants negatively affect our wildlife and even our health by carrying bacteria, polluting our drinking water, killing fish and creating algae blooms. You can help to prevent the number of pollutants going into our waterways by simply disposing of trash properly, maintaining your vehicles to limit leakage of fluids, and cleaning up after pets. Bigger steps would be creating more pervious surfaces around your house or business so runoff may drain and be filtered naturally. Another way you can help is to get out and pickup trash when seen around our roadways and shorelines on your own or joining a cleanup with a local watershed group. Follow our facebook page for upcoming events.

Maryland Waterways will be co-hosting with the Essex Development Corporation, a clean-up in the Essex Business Corridor on April 6, 2026. Many students are off this Easter Monday and we can offer service learning hour opportunities. This will be the second year for this growing event and we hope you can come out and help.

Many other volunteer opportunities will be available, including a cleanup along the beach on the property of the Back River Wastewater Treatment Plant, early spring. This shoreline is loaded with bottles and other runoff trash and we need as many hands as possible. Volunteering to improve the water quality of our waterways leading to the Chesapeake Bay is very rewarding and a great way to give back to your community while meeting some great people.



Shoreline on Back River at WWTP, filled with runoff trash



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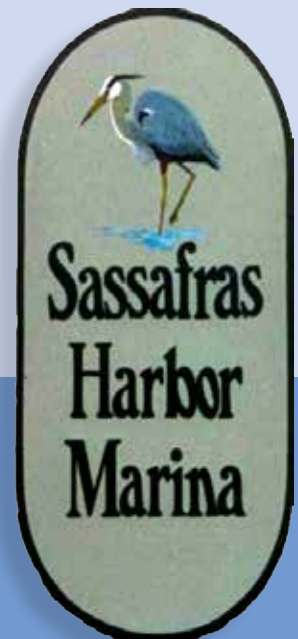
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Unusual Bay Boaters

By Montana Grant

Marylanders have always been a huge part of our country's nautical history. The Naval Academy in Annapolis is where many sailors first set sail. Seafarers enjoyed exploring the estuarine waters of our wonderful Bay. The Chesapeake Bay is not only a mixing bowl of salt and fresh water, but also a place where international cultures enjoy.

Throughout time, nicknames have emerged in Bay Country. Nautical life encouraged fun and famous nicknames that labeled sailors, places, and our Old-Line State.

America in Miniature is a blend of mountains, piedmont plateau, and Eastern Shore that is wet with long watersheds, bays, and the ocean.

Sailors were among the first to gain special nautical labels and names. Most sailors were men. These names may have been inspired by the work that they did, where they sailed, or the watercrafts they used. Sailors, mariners, salts, and seamen reflected the seafaring and bay life.

Here are some nicknames that were launched in our Bay:

- Middies, Wrens, and Jennies - names used to label female sailors.
- Coxswain - the captain that takes care of the ship.
- Shellback - an experienced sailor with multiple skills
- Seadogs, Salts, Gobs, Jacks, and Matelots - all names for experienced sailors.
- Mariner - The boat's navigator
- Squids - Junior Sailors
- Swabbies - basic ship care sailors
- Scallywag - Troublemakers on a boat
- Bilge rats - Sailors that are always in trouble
- Barnacles - Loyal and sticks together with the crew.
- Watermen - Sailors that make a living from the Bay.

Name-calling and labeling are common pastime for sailors who spend so much time on the water. Not all names may be polite or respectful, but most are well-earned. Names tended to foster camaraderie and gave a sense of teamwork and membership in the boating community. Modern names and labels have become even more common. What names do your crew and floating friends use?

Fair winds and safe waters, Admiral SpongeBob!

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Get Ready, Get Set, Go...

by Captain Dale Plummer

For boaters on the Chesapeake, Spring isn't about flowers and bumblebees. A boater's Spring is marked by the daily, warming march toward increasing activity at marinas, disappearing shrink wrap, the VHF crackling back to life and, eventually, a lone boat making its way across the near horizon.

For TowBoatU.S., Spring is marked by the predictable pattern of service calls which remind us of one thing: excitement gets boats back on the water...preparation keeps them there. I talked with our Captains about these patterns and asked them for advice in avoiding some common Springtime problems.

"Battery jumps definitely top the list of Spring calls," said Captain Tom Wagner, Annapolis. "Avoid the problem by storing your battery properly over the winter. Store your marine battery fully charged. Clean the terminals and disconnect it from the boat to prevent parasitic drain. Store the battery in a cool, dry, ventilated location, ideally off concrete, and use a smart maintainer or recharge every 1-2 months." Testing batteries before you hit the water in the Spring is also a good idea. For smaller vessels, you can take a battery to any of the national auto part chains for a free load test to see its true life.

Captain Chuck Thomas, Baltimore, discussed springtime fuel issues. "Fuel that is still in the tank from last season, can cause sputtering,

TOP FIVE REASONS FOR A TOW

MECHANICAL BREAKDOWNS	54%
RUNNING AGROUND	12%
BATTERY/ELECTRICAL ISSUES	9%
FUEL ISSUES	9%
ENGINE OVERHEAT	5%



hesitation and misfires. We see it all the time." The best way to avoid problems in the Spring, is to add a fuel stabilizer for winter storage. But if you missed that opportunity, remove a small portion of fuel from your tank for inspection. If it looks cloudy, yellow, or has visible sediment or separation then it is time to clean out the tank and start fresh before you hit the water.

"Most small mechanical problems can be solved if you are prepared," reminded JW Widmayer, TowBoatUS Captain and Mechanic. "Don't skip the spring commissioning checklist and remember to update your supply of extra engine oil and other fluids on board. Maybe even add some gaskets, filters belts or hoses if you are handy." According to JW, "You can never be too prepared."

Whatever happens out on the water, be prepared with your TowBoatUS Saltwater Towing Membership. As many of our customers say, "It's a no-brainer to help with the things that even the best of preparation can't avoid." As always, happy to help.

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Maryland Crab Cake ETIQUETTE ENDURES

By Sandy Olszewski

When it comes to the classic Maryland Crab Cake, there are “rules” that must be followed by residents of the Chesapeake Bay Area. One of them is that you should NEVER PUT KETCHUP on your crab cake since that would be sacrilegious at best. Everyone knows that creamy tartar sauce or mayo sprinkled with Old Bay are better condiments to pair with your crab cake. Right? Well, maybe not. Case in point: an event that occurred about 40 years ago will remain in my family’s memories forever. My mother, who took tremendous pride in preparing her crab cakes,

served them on a plate and placed them on the dinner table. That day was a special event for my family, as my brother was bringing his new girlfriend to meet everyone for the first time. She had recently moved to Baltimore from Hickory, North Carolina - a southern girl! We all eagerly picked the crab cake that appealed to us the most and placed it on our plate, readying ourselves for an act of selfish indulgence. It was then that the “new girl” said: “Y’all got any ketchup? We all gasped! My father quickly retorted, “What did you say? Nobody puts



ketchup on a Maryland Crab Cake!” Looking a bit confused, she innocently replied, “why”? My mom got the ketchup out of the fridge and gave it to her. We all winced as we watched the ketchup spurt out in globs on one of my mother’s famed master pieces!

My brother’s new girlfriend eventually became his wife, and she learned through the years to embrace Maryland etiquette and to love the traditions of the Chesapeake Bay waterways! Presently, in her best down-south accent, she politely asks for the tartar sauce! :))

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| Fri. 4/3 Jason Jackson 6-10pm | Tentative Mia 21st tiki !! 5-8pm |
| Sat. 4/4 Keiron Brian Raphael 1-5pm | Damon & Chris 6-10pm |
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SPRING FEVER

By Captain Mark Galasso

I'm over it! Maybe I'm getting older or the world is just getting colder and darker. Whatever the reason I'm just over it. To all the seniors I made fun of in the past for becoming snow birds and leaving this land of pleasant living we call home, none other than the mighty Chesapeake Bay and heading south to Florida or some other warmer destination you have my undying love and admiration for your intelligence and passion. It seems I've only gotten older and not any wiser.

It all started at Christmas. We decided we would visit the family in Central Maine. We've learned over the years to watch the weather closely and try and fit the eleven hour trek north into a fair weather window. We decided to make the journey on Christmas eve since few people in their right minds drive eleven hours on Christmas Eve. And the fact that our destination had two feet of snow the day before Christmas Eve had little bearing on the final decision. So off we went.

The drive north was uneventful, which is a good thing. But we kept noticing signs in New York and Connecticut saying winter storm warning avoid traveling this coming weekend. Like Buggy on the Andrea Gail I said to my wife "Oh the weatherman's just, you know." We arrived at our destination

around 8pm. The roads were plowed but it was 12 degrees out and the roads were all iced up. We checked into a hotel and called the family. They were at a Christmas party about 30 minutes away and would call when they got home and we'd all meet. My Granddaughter called about an hour later to inform us her Daddy (My son) had Norovirus and was spreading his recently eaten dinner out on their snow covered driveway. So, we said see you tomorrow and went to the Casino across the street for diner. A couple beers and burgers later we were back in the hotel. It was a balmy 8 degrees. But at least it was a dry cold. Like dry ice. Just as we settled in it sounded like the floor above us was getting ready to cave in. We heard all this yelling and screaming. I headed to the front desk to see what was happening. As I got in the elevator I realized I was going up, not down. When the door opened three young teenagers hopped in. The noise stopped. When I got to the front desk I told the clerk that we would like to change rooms. I told him not to bother the kids it was Christmas Eve after all and they were just having fun.

The next morning we waited for a phone call to go visit. It came around eleven am. We went and had a short

Christmas with the family and drove home, remembering the warning signs in New York. Twenty two hours behind the wheel for three hours of quality time. We had Christmas dinner at a Burger King in North Jersey. It was the only place open on the whole east coast. Hey, the bright side was there was no line. The flip side was I'm sure the employees making our food were not happy about working at 9pm on Christmas Day.

You would think after that experience things could only get better. And you'd be wrong! The cold from Maine followed us to Maryland. So I feel the need now to apologize to ALL Marylanders, young and old. The first arctic blast was tough. We only had 8 inches. But fricken 4 inches of that was ICE. And temperatures stayed below freezing for almost three weeks. I broke three snow shovels before I gave up. My sidewalk now looks like someone drove a front end loader up to my front door because of all the gouges from the shovels. I couldn't walk down to my dock because I live on a hill and I was afraid once I fell, which at my age was inevitable, the EMTs would have to pick my broken butt up from the middle of the Creek! I couldn't even make it to the bird feeder. I just threw bird seed out the

See SPRING FEVER page 30

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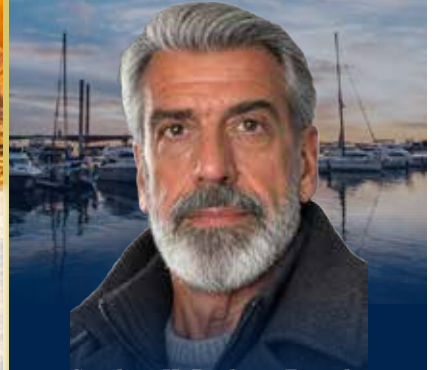
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Two guys were playing golf. On the tee, Jack hit his shot way left of the fairway into some buttercups. Bob proceeded to hit, and his ball went way off to the right in the bushes. Jack eventually found his ball and proceeded to hit it in the buttercups. All of a sudden, he heard a big *POOF* and a fairy appeared. She proceeded to say to Jack that she was Mother Nature and that she was really upset at him for damaging the buttercups. She said, "Jack, for all the damage that you did to my buttercups, you will not have any butter to put on your toast in the morning for

the next month. No, as a matter of fact, I am so upset at you that you won't have any butter for the whole next year! That should teach you a lesson so you won't hurt my creations." *POOF* She disappeared. Jack, stunned by what just happened, called out, "Bob! Bob! Come over here, quick!" Bob replied, "Wait a sec. I'm hitting my shot, and I'll be right over." Jack yelled back at Bob, "Where are you?" Bob answered, "I'm over here in the pussy willows." Jack shouted back, "Don't swing Bob! For the love of God, don't swing!"



A man joins a soccer team, and his new teammates inform him, "At your first team dinner as the new guy, you will have to give us a sex talk." The evening arrives, and he gives a detailed, humorous account of his sex life. When he got home, his wife asked how the evening went, and not wanting to lie, but also not wanting to explain exactly what happened, he said, "Oh, I had to give a talk about yachting." His wife thought this a little peculiar but said nothing more and went to sleep. The next day, she bumped into one of his new teammates at the supermarket and asked, "I heard my husband had to make a speech last night. How did it go?" His mate said, smiling, "Oh, it was excellent! Your husband is clearly very experienced!" The wife looked confused and replied to his mate, "Strange, he has only done it twice, and the second time he was sick."



A football coach walked into the locker room before a game, looked over to his star player, and said, "I'm not supposed to let you play since you failed math, but we need you in there. So, what I have to do is ask you a math question, and if you get it right, you can play." The player agreed, and the coach looked into his eyes intently and asked, "Okay, now concentrate. What is two plus two?" The player thought for a moment, and then he answered, "4?" "Did you say 4?!?" the coach exclaimed, excited that he got it right. At that, all the other players on the team began screaming, "Come on, coach, give him another chance!"



Boy: The principal is so dumb!
 Girl: Do you know who I am?
 Boy: No.
 Girl: I am the principal's daughter!
 Boy: Do you know who I am?
 Girl: No.
 Boy: Good!
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From page 22

SPRING FEVER

back and front doors. I don't know whether the birds were flying into my windows and doors for food or just trying to get out of the cold. I put a new furnace slash heat pump in back in the early fall. Before the Glaciers enveloped our area I piled firewood on the front porch and thought I filled the tank with oil. I even called the oil company to let them know I probably would need oil before the storm. They didn't believe me. Day two of the polar vortex we ran out of oil. I figured the heat pump would come on as emergency heat. HAH. The heat pump was set to only come on when the outside air temperature was above 40 degrees. According to Accuweather that might not be until the spring! S\$%#@#! I called my HVAC guy. He picked right up but he was in Aruba, the lucky SOB. In fact he told me after I said a few things it was really to hot down there. S#&@%!! I have to give credit where credit is due however. His right hand man called me just as the house was dropping into the forties and walked me through how to reprogram my thermostat so the heat pump would kick on. WOW. When he was done he said now go to the furnace

and make sure just the air handler is running. It was. Whew. But there was cold water all over the floor and starting to seep into my carpet in my office. I could see it was spraying out of the top of the water softener. Apparently the system was doing a purge but the purge line was frozen. So I turned the water off and moped up the mess. I'd deal with water in the morning. Which I did. When the Glacier finally disappeared and there was just a few residual snow drifts I decided to go check out the boat. You know the only thing more slippery than an ice skating rink? Ice on fiberglass. I slipped once going up the ladder, three times in the boat and once carrying the ladder back to the truck. Though the last time was because I tripped over someone's piece of shrink wrap. I didn't even try to clear the ice off the front of the boat. To far to fall. So by now your probably trying to figure out what all this has to do with boats? Well I'll tell you. Absolutely nothing! Except now I know why I so look forward to boating season. And this year is more so than most. As soon as I hear temperatures in the 70s coming soon I started digging through my boat

stuff. I got out my fall punch lists. You know the ones you work on all winter. HaHa. Me too. This winter all I did was make sure the bilge pump was working and not froze up. I drove by the Big Owls Tiki Bar yesterday. You can see over the snow drifts but the bar looks a little lonely. Especially my slip right next

to the bar. But all is well. In less than two months the snow birds will return, boats will be relaunched and the world we be right again. At least in out area! Have a wonderful season. See you out on the water.
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Worst winter on the docks. **EVER.**

By Don Elwell

I'll be honest, in 12 years of living on the water, this was the worst winter. The temperatures dived below 20 degrees, the winds howled, the North Wind blowout forced water from the river, and stranded our boat in the mud. For a week or more, we were stuck aboard, the dock being five feet above our cockpit, and that dock being coated with four inches of snow covered with two inches of ice. When desperation finally drove us ashore, getting off the docks to get water or provisions was a death-defying act. I don't think I've ever been so terrified on a day-to-day basis, dealing with a dock that, in summer, was a broad five feet across and an easy

stroll became, in the freeze, a scary pathway of slippery ice surrounded by frozen water. Not the best of exercises.

We had prepped, of course, laying in water and food and propane, doing dishes and laundry to make sure we could weather the storms. But even though our preparations kept us safe and fed, no amount of them could keep us comfortable. Despite the ice eaters, the ice ground against the hull, our garbage piled up in the cockpit with no chance of taking it ashore. The boat became increasingly cluttered as we dealt with our cold and isolation. Tempers frayed. The cat became inconsolable. Mass hysteria.

Then, suddenly, as if nature flipped a switch, things changed. The face freezing temperatures abated, and the days became, if not balmy, tolerable. The ice vanished, first from the docks, then from the river and bay. People emerged. The vacant, sealed boats became hives of activity. Neighbors emerged from their cabins, sharing drinks and food. Boaters launched themselves into projects, and the sound of sanders and saws filled the air. And, suddenly, we remembered why we took to a life on the water, why we love boating and boaters. Not just because of nature and the waters, but because of our amazing neighbors and

the glory that is the Chesapeake.

After what appears to be one more wave of chilly weather, we will be able to revel in the spring, raising our sails and our spirits and our glasses to a new summer, and, hopefully, forgetting the discomforts of winter. It is a gift of humanity -- that we can't remember pain, that we easily forget discomfort and danger and, instead, remember the joys we bring to one another.

Welcome to spring, boaters. Revel in it. Remember it. It's why we're here.

Don and Gail Elwell, thawing on the SV Breeze Please with first Cat Magellan

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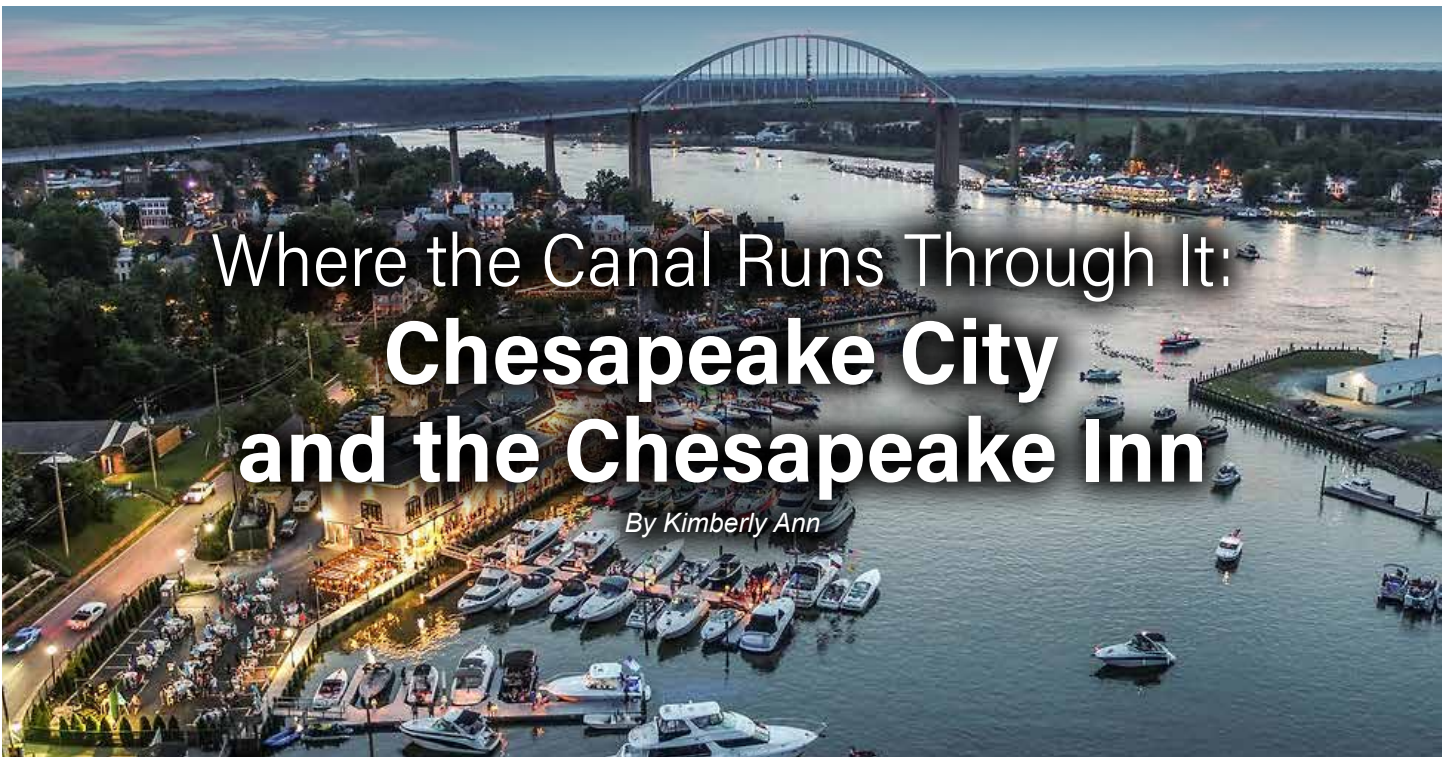
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Where the Canal Runs Through It: Chesapeake City and the Chesapeake Inn

By Kimberly Ann

Tucked along the banks of the Chesapeake & Delaware Canal, Chesapeake City is a small town with an outsized sense of history and charm. Originally known as Bohemia Village, the town truly came into its own in the 1800s when the C&D Canal transformed it from a quiet riverside settlement into a bustling canal port. Today, the working barges and passing ships are still part of the backdrop, but Chesapeake City has re-invented itself as a laid-back destination for visitors who love waterfront views, walkable streets, and historic architecture.

The town's South Chesapeake City Historic District is lined with lovingly preserved 19th-century homes, shops, and inns. Many of the former canal-era buildings now house boutiques, galleries, and welcoming restaurants. A pedestrian-friendly street-

scape invites you to park once and wander, whether you are grabbing ice cream, browsing local art, or simply watching boats transit the canal from a waterfront bench.

Despite its small size, Chesapeake City offers a full day's worth of experiences: seasonal events and festivals, easy access to the canal trail, and a relaxed, friendly vibe that feels a world away from busy highways. It's the kind of town where history is visible on every block, yet the pace is pure, a modern-day escape. Perched along the historic Chesapeake & Delaware Canal, the Chesapeake Inn blends marina energy, small-town charm, and resort-style comfort into one seriously magnetic waterfront destination. What began as a canal-side inn has evolved into a full-service escape for boaters, weekend travelers,

and locals looking for that "on the water" feeling without sacrificing modern amenities.

At its heart, the Chesapeake Inn is about the waterfront experience. Guests arrive by car or by boat, tying up at the inn's well-equipped marina before stepping straight into a world of dining, music, and relaxation. The property offers two distinct dining atmospheres: an elegant dining room upstairs and a lively, open-air Tiki Bar and deck area below. Upstairs, you can savor carefully crafted dishes, fresh seafood, and curated cocktails with sweeping views of the canal. Downstairs, the vibe shifts to social and upbeat, with live music, casual fare, and front-row seats to the passing parade of yachts, workboats, and ships transiting the C&D Canal.

The inn's guest rooms and suites emphasize comfort

and convenience, giving visitors a base of operations just steps from the water. Many stays center around celebrations: weddings, waterfront receptions, and special events are a specialty here. The Chesapeake Inn features dedicated event spaces and professional planning services, making it a sought-after venue for couples and groups who want a true destination feel without leaving Maryland.

Beyond the walls of the inn, guests can stroll into historic Chesapeake City, explore boutiques and galleries, or walk the canal-side trails. But most find themselves drawn back to the deck, the docks, and the views. With its combination of marina access, memorable dining, and relaxed elegance, the Chesapeake Inn isn't just a place to stay — it's the centerpiece of the Chesapeake City waterfront experience.





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Getting Ready for Spring Fishing

By Tim Sherman

The winter's snow has melted away. Now I can start to foresee the first casts of the season. There are several questions to be asked. What will I fish for first? Numerous species are active in early spring on the upper bay: white perch, yellow perch, blue catfish, American and hickory shad, and largemouth and smallmouth bass. How is the spring thaw going to affect the Chesapeake as a whole? There's going to be a lot of runoff from the mighty Susquehanna and Potomac. We'll have to wait for these answers. But in the meantime, we can prepare for the first few outings.

Without a doubt, trips to local tackle shops are a must. Due diligence is

needed before the trip to make a list of what you need. I know I will need to restock several different types of soft plastics, from jig trailers to perch minnows to paddle tail swim baits. Terminal tackle is always on the list -- especially hooks, swivels, and jig heads. Before I head out to the tackle shop, I'll take an inventory of the jig heads I need to replace. It is a good time to have your reel spool refilled or purchase line to respool them at home.

There have been numerous fishing flea markets this past winter. These are great venues to find those hard-to-find, discontinued lures that we just have to have. I always stop by the local custom tackle

guys for new soft plastic designs and color schemes on hard lures.

There is an obligation to put away the tackle in a timely fashion. You never know where the household tackle gremlins will place your newly required gear. While your tackle boxes are on full display, it's time to rummage through them. The first task at hand is to get lures that were haphazardly stowed on your last outing back in their proper trays. Since you took the time to buy hooks, now is a good time to replace the rusted ones. Take the time to make catfish and perch rigs. It is much more time-efficient to tie on the premade rig than to have to build it, then tie it on when fishing.

Let's not forget to clean up those rods. Soft Scrub on a damp cloth will clean up those cork grips. Wipe down the blank with a damp rag for a good cleaning. Use a cotton swab to clean the guides. The swab will also help you find knicks and dings in the guides themselves, as the cotton fibers will snag on the defect.

A little bit of preparation goes a long way to get your fishing season started without delay nicely. I hope you have taken time during the cold winter days, and there have been a lot of them, to get things ready for the start of the fishing season. I am more than ready to get out there and set the hook. How about you?

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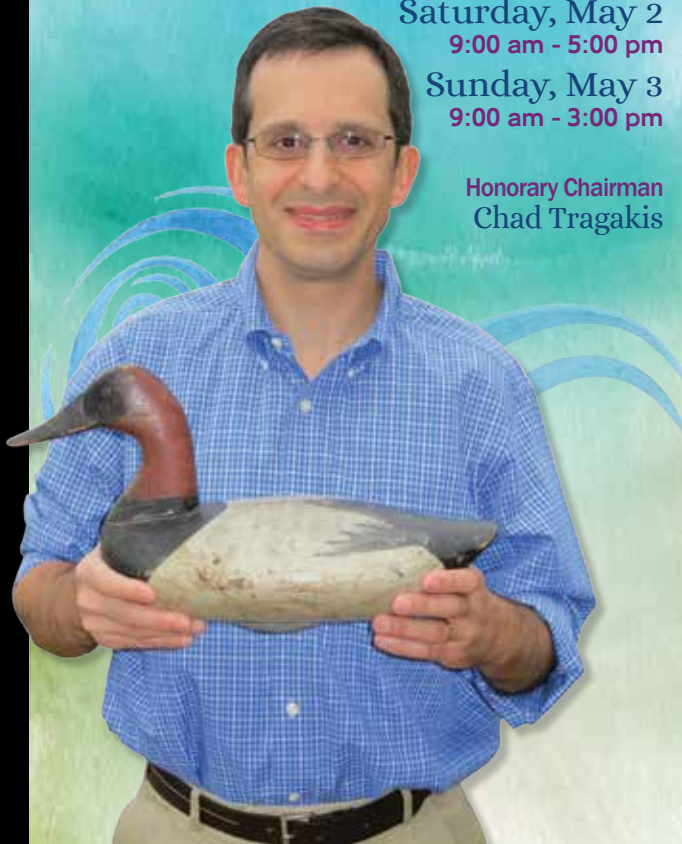
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Learn More!

TIPS

on being a quintessential Upper Bay Boater



By Montana Grant

Understanding Bay Boatmanship is essential before leaving the dock or taking the helm. Navigating the Chesapeake's unique, changing, and often crowded waters takes training, experience, and seamanship. Do not be that boater who crowds the boat ramps, runs aground, breaks the rules,

or causes injury to your crew or others. Boating is serious business that can become deadly fast. Even kayaking, paddleboarding, canoeing, or rowing could be risky when the weather changes, or things go wrong. Sails can be unpredictable and cause dangerous issues when the wind changes or the captain

loses track of what they are doing and where they are. Power boating is even more dangerous since things can happen even faster. If you are not willing to learn to be a safe and responsible boater, don't buy, borrow, or rent a boat. You will be putting yourself and others at risk. I have always been

amazed that boaters are not required to take a test to get a license before taking to the water. Many boats and watercraft cost more than the cars and trucks we own. Before you get your boating feet wet, here are some things you need to master and learn.

- 1. Sailor Talk and terms** Sailor Talk and terms. No, I am not talking about the cussing and the singing of sea chanties. I mean the terms for front, back, right, left, boat parts, etc.
- 2. Road Signs.** Buoys, markers, and lights have a meaning. Know what they are and follow the messages that they relay.
- 3. Learn how to launch, load, and leave the dock safely.** If you have a trailer, learn how to hitch and unhitch it. Be able to back the loaded trailer up and into the water. Be able to float the boat and load it when done. Don't forget what a boat plug is.
- 4. Communicate.** A VHF is essential in areas where there are no cell signals. Channel 16 is for the Coast Guard. Know the emergency tow contact.
- 5. Marina/Dock tech.** Hook and unhook your craft. Learn the essential knots and proper cleating connections. Be able to back up a boat and navigate perfectly to avoid damage and accidents. These skills are important around fuel docks.
- 6. Anchors Aweigh.** Know when, where, and how to place an anchor. Retrieving the anchor is also important. There are several types of anchors to choose from.
- 7. Laws, Limits, and Rules** are for all boaters. Have the correct paperwork, know the speed limits, follow the fishing/hunting rules, and abide by these legal limits.
- 8. Navigate correctly.** If the electronics break, can you use a compass? Always know where you are and where you need to go. Sunsets, sunrises, stars, tides, and weather will help you get where you need to go.
- 9. Maintenance and Care.** Understand how to swab the decks and keep your expensive boat ready for the next outing. Leave the boat clean, fueled, and outfitted for the next launch.
- 10. Understand Best Bay Boating Qualities.** Don't be the pirate or dangerous boating loser. Courtesy and responsible sailing help all Bay Buddies. Make Captain Chesapeake proud!

Understand Bay Boatmanship to be the best sailor you can be!



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Feed the Fleet with Some Tasty Dips

By Montana Grant

Boating makes us excited about many things. There is something about the water that gives us an appetite for more. Taking a dip in the Bay is invigorating, but eating snacks like dips is

tasty and fun. Here are my favorite nautical boating dips for you to try. Dips feed the body while other foods are prepared. You don't need plates or utensils. Chips, veggies,

or pretzels are the tools for consumption. You may need a napkin in case you make a mess. Every boater and crew has a different preference when afloat. After a lifetime feed-

ing guide clients, hunters, anglers, swimmers, family, Scouts, and aquatic enthusiasts, here are two of my go-to Boat Dips!



Boat Dip

16 oz. or so of diced tomatoes. Canned tomatoes will do, but in-season, fresh tomatoes work the best. Small cherry tomatoes or heirloom tomatoes are the sweetest. If you use canned tomatoes, look for the smoked and flavored blends to address your likes. A packet of Ranch Dressing Soften an 8oz. block of cream cheese.
½ cup of mayo. My choice is Duke's.
1 cup of sour cream
1 cup of shredded cheddar

cheese or a Mexican blend. The Velveeta Mexican blend is also a tasty choice.
1 Tbsp. of hot sauce. The Old Bay version is my favorite.
Mix all the ingredients. This dip is best made ahead of time and can be presented when the time is right. Keep in a sealed container. Place in your cooler until time to serve. Serve with a sturdy tortilla chip. Homemade chips are easy and will elevate your dip. I have used cut veggies for the dip also, but the texture of a chip works well for most sailors.

Cowboy Caviar

Montanans enjoy living large, as do many Bay Boaters. Big Sky Country offers a nice perspective for tasty treats, except when it comes to Rocky Mountain Oysters. You may want to stay in Maryland for these luxury items.

This Dip can be used with chips or as a topping on fish, tacos, or even burgers.

1 can of black beans drained and rinsed.

1 can of corn drained. You can also use fresh steamed corn cut from the cob.

½ fresh red pepper diced
½ cup of sweet onion diced. Vidalias are perfect.

Chopped fresh cilantro to taste.

3-5 diced avocados. Don't

be afraid to add some diced tomatoes, zucchini, cucumbers, or whatever other garden goodies that you enjoy. It's fun to make recipes your own.

Dressing

¼ cup of olive oil, ¾ cup of lime juice, (lemon juice will work in a pinch), 2 garlic cloves, pressed, ¾ tsp of salt, 1/8 tsp of cumin. As a Marylander, I use Old Bay seasoning. Tahini spices are also quite nice. Mix the dressing and pour over the mixed vegetables. Add the avocados just before serving.

The textures and flavors of these tasty dips are wonderful. You will feel like you are splurging on the high tide as you rock gently in your boat, snack while watching a sunset, and celebrate the Chesapeake Bay.

Montana Grant



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Argo 3.0 Changes How Boaters Navigate

New platform delivers faster navigation engine, improved chart readability, wind overlay and foundation for advanced marine data

BELCAMP, MARYLAND – March 18th, 2026:

Argo has released Argo 3.0, the most significant update to the marine navigation platform since its launch. The new version rebuilds the foundation of the app to deliver faster maps, clearer charts, and new data capabilities designed to help boaters plan routes and understand conditions more easily.

Digital navigation has become essential for boaters, but many platforms still make it difficult to quickly interpret the information needed to navigate safely. Argo was built with a simple goal: make navigation easier to understand while maintaining reliable, official chart data.

“Boaters don’t need more data — they need clearer information,” said Jeff Foulk, founder of Argo. “Argo 3.0 focuses on making navigation faster, simpler, and easier to understand whether you’re planning a trip at home or navigating on the water.”

A New Base Map Built for Speed and Clarity

At the center of Argo 3.0 is an entirely new base map designed to improve both performance and readability. Panning, zooming, switching

layers, and building routes are noticeably faster, even in busy waterways.

The chart layer is built on official sources including NOAA, CHS, and the U.S. Army Corps of Engineers. Coverage currently spans North America, with international waters expected to be added this year. Dynamic depth contours and depth shading add clarity while keeping charts easy to read.

The new base map also provides the infrastructure needed to support additional data layers and future navigation tools.

Integrated Weather Layers for Real-Time Awareness

Argo 3.0 introduces integrated wind data directly within the navigation chart, allowing boaters to see wind conditions in context with their route and surrounding waterways.

The new platform architecture also enables additional weather layers to be added soon, including radar, lightning, currents, water temperature, and waves. By integrating these layers directly into the chart, Argo aims to make complex marine data easier to understand and more useful for real-world navigation decisions.

Dynamic Depth Numbers

Argo 3.0 also introduces dynamic depth numbers that remain upright as the map moves and allow users to adjust the density of depth

labels. This makes charts easier to read, particularly in shallow or complex waterways.

Looking Ahead

Argo 3.0 establishes the foundation for the next generation of the platform. Future updates will continue to expand the integration of bathymetry, advanced weather data, and intelligent routing tools designed to support safer and more confident navigation.

About Argo

Argo is a marine navigation app designed for everyone from first-time boaters to seasoned cruisers. Since launching in 2019, the platform has helped hundreds of thousands of boaters explore new waters, plan routes, and share local knowledge across the United States and Canada. Argo offers full North American chart coverage, safe and efficient autorouting, offline access, 7-day marine forecasts, and more. The platform is available on iOS, Android, Apple computers, and via desktop web browser. Argo includes both free and premium features, with premium available for \$39.99 per year. Learn more at www.argonav.io.





KENT NARROWS

A Chesapeake Bay Gem with Deep Roots and a Bold New Wake

By Kimberly Ann

If you've ever throttled down your engine as you passed under the towering R. Clayton Mitchell Jr. Bridge and glided into the bustling docks of Kent Narrows, you already know the magic of this place. Tucked between Kent Island and the Maryland Eastern Shore, Kent Narrows is one of the Chesapeake Bay's most storied waterways — a place where the smell of steamed crabs mingles with salt air, and where the ghosts of hardworking watermen still seem to drift across the water at dawn. But it wasn't always this polished. And that's exactly what makes it so fascinating.

Long before the marinas and Tiki bars, Kent Narrows was known simply as the "Wading Place" — a shallow channel so narrow and modest that early settlers crossed it on foot. Over time, the waterway was dredged deeper, and by the early 20th century, it had become the beating heart of Maryland's seafood industry. From the 1930s and through the 1980s, both banks of the Narrows were lined with more than a dozen packing houses, their docks

sagging under the weight of oysters, clams, and blue crabs hauled in daily by generations of watermen — many of them African American workers who formed the backbone of this community. The scene was raw and real: dreary, muddy, and wonderfully alive with the rhythm of the working water.

A small drawbridge — now part of Route 18 — stitched the two sides together, notorious for the traffic backups it caused as boats passed through. It was a shantytown by most definitions, but it was also a community, a culture, and a way of life.

Change came gradually at first and then all at once. The construction of the high-rise R. Clayton Mitchell Jr. Bridge in the early 1990s transformed both traffic flow and the skyline, signaling a new era for the Narrows. Upscale development followed — waterfront condos, the Hilton Garden Inn, and the gleaming docks of Fisherman's Village replaced the old oyster shacks one by one. Today, Kent Narrows is a premier "dock and dine" destination, drawing recreational boaters from across the

Mid-Atlantic who come to tie up, grab a cold one, and soak in the views.

Yet for all its polish, Kent Narrows hasn't forgotten where it came from. Harris Seafood still operates as a working packing house, and the Waterman's Monument stands as a proud tribute to the men and women who built this place with their hands. The 6-mile Cross Island Trail offers cyclists and hikers a stunning route through the island's natural beauty, while the waters themselves remain a major hub for recreational boating, fishing tournaments, and kayaking.

The Narrows continues to face real challenges — tidal flooding along low-lying Route 18 is a persistent reminder that the water, as always, has the final say. But that tension between past and present, between the working waterfront and the weekend getaway, is precisely what gives Kent Narrows its soul. Whether you're pulling in on a 40-foot cruiser or a center console, you're not just docking at a marina. You're anchoring yourself to more than a century of Chesapeake Bay history.



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Miss Maddie taking in the Tilghman Island Docking Contest



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This is Jules!



Waylon catchin' crabs

38th Antique & Classic Boat Festival and Coastal Arts Fair

ST. MICHAELS, MD. – Celebrate the legacy of “Boats Built in Michigan & the Midwest” and immerse yourself in a weekend of history, artistry, and adventure. See more than 100 rare vintage boats and enjoy fascinating boating history talks, family activities, free boat rides, and artisans’ wares — all situated at the renowned Chesapeake Bay Maritime Museum (CBMM). This is your chance to connect with passionate boaters, artists, and collectors from across the region.

In keeping with this year’s theme, attendees of the 38th Annual Antique & Classic Boat Festival and Coastal Arts Fair, June 19-21, will enjoy a rare opportunity to see iconic Midwest runabouts and cruisers such as Chris-Craft, Lyman, Century, Larson, Gar Wood, Matthews and many more classic and antique boats.

Traditionally held on Father’s Day weekend, the three-day festival is sponsored by The Antique & Classic Boat Society (ACBS)-Chesapeake Bay Chapter. It is one of the largest classic boat shows in the Mid-Atlantic region.

Throughout the weekend, your family and friends can stroll CBMM’s 18-acre campus to view these vessels on land and in water, talk with their captains, and purchase unique works of maritime art at the juried Coastal Arts Fair. For those catching the ownership bug, there will be a Field of Dreams of vintage boats for sale. In addition, there will be an array of Boating History Talks from 11 a.m. to 3 p.m. on Friday and Saturday (see sidebar for complete details), and free rides on vintage boats on Saturday and Sunday from 1-3 p.m. The festival will also include a nautical flea market, interactive children’s activities, and a variety of food trucks.

Boating History topics on Friday are: **“Honey, I’ve Got This,”** a 2-hour hands-on confidence-building seminar giving women the skills and mindset to take charge of boats from everyday crewing to true emergencies; **“Chris-Craft Holiday,”** restoration and history of this highly sought-after model; **“Chris-Craft Sea Skiffs and Cavaliers – Maryland’s contributions to Algonac”;** and **“Larson Boats – Inspired by aviator Charles Lindbergh.”**

Saturday’s topics are: **“Thompson Sea Lancer,”** Northern Lights experiences with Bruce Hunt; **“From Ice Cream to Horsepower,”** Evinrude, Kiekhaefer, Mercury & Wisconsin boating legacy; **“Ohio’s Matthews”** with CBMM historian Pete Leshner; **“Why Michigan- and Virginia-Built Gar Wood Boats Are So Special”;** **“Restoring Chris-Craft Special Runabouts,”** history of a popular Chris-Craft model.

Boat registration: Boat owners are encouraged to register their boats in all phases of restoration in the following classes: historic (up to 1918), antique (1919-1942), classic (1943-1975), late classic (1976-1997) and contemporary (any wooden boat). Space is limited; register before May 15 at chesapeakebayacbs.org/participants-2/

Vendor registration: Juried artists and craftsmen who want to reserve a 10x10 vendor space may register by May 15 at chesapeakebayacbs.org/vendors. The cost is \$100-\$125 for the three-day event. For more information, contact Kathy Jones at whitebird1955@gmail.com, 302-803-9159.

Advertisers: Businesses that wish to advertise in the program journal, distributed to thousands of festivalgoers, may register online at chesapeakebayacbs.org/sponsorship-advertising-order-form.

Purchase tickets now! Visit cbmm.org or [click here](#). CBMM is located at 213 N. Talbot St., St. Michaels, Md.

For more information about the show, email chesapeakebayacbs@gmail.com or call Boat Show Chairperson Kathy Jones at (302) 803-9159.

ACBS-Chesapeake Bay is one of the 57 U.S. & Canadian chapters of The Antique and Classic Boat Society, Inc. and has more than 200 members enrolled representing more than six states. The Chesapeake Bay Chapter welcomes individuals and families who share a common interest in antique and classic boats. It hosts numerous member activities and sponsors the Antique and Classic Boat Festival in St. Michaels, Md., every June so members can meet, share experiences, exchange information and expand their knowledge of historic, antique and classic boats – both wood and fiberglass. Its objective is to gener-

ate enthusiasm for all aspects of members’ interest in sustaining, maintaining, and preserving antique and classic boats. To learn more about ACBS-Chesapeake Bay, visit the [web-site](#) and follow the chapter on [Facebook](#).

BOATING HISTORY TALKS

Presented by the Antique and Classic Boat Society

Chesapeake Bay Chapter
“BOATS FROM MICHIGAN AND THE MIDWEST”

at Chesapeake Bay Maritime Museum, St. Michaels

Friday, June 19:

11 AM -1 PM “Honey, I’ve Got This” – A two-hour hands-on confidence-building seminar giving women the skills & mindset to take charge of boats from everyday crewing to true emergencies. Presented by Jane Larson from Glacier Lake Chapter.

1:00 PM “Chris-Craft Holiday” – Restoration and history of this highly sought-after model. Presented by Carmen DeLeo.

2:00 PM “Chris-Craft Sea Skiffs and Cavaliers – Maryland’s Contributions to Algonac” – Presented by George Hazzard of Wooden Boat Restoration, Millington, MD

3:00 PM “Larson Boats – Inspired by aviator Charles Lindbergh” – Presented by Jeff Beard.

Saturday, June 20:

11:00 AM “Thompson Sea Lancer” – Northern Lights experiences with Bruce Hunt.

12:00 Noon “From Ice Cream to Horsepower” – Evinrude, Kiekhaefer, Mercury & Wisconsin. Boating legacy presented by Jane Larson from Glacier Lakes Chapter.

1:00 PM “Ohio’s Matthews” – With Pete Leshner, Chief Historian & Ambassador at Large, CBMM

2:00 PM “Why Michigan- and Virginia-Built Gar Wood Boats Are So Special” -- Presented by Mark Cranfill.

3:00 PM “Restoring Chris-Craft Special Runabouts” – History of a popular Chris-Craft model. Presented by Larry Jones.



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